

ALAMEDA COUNTY
congestion management agency

2003-2004
ANNUAL REPORT

board leadership

The cornerstone of Alameda County's transportation system lies within the leadership, vision and guidance of the CMA Board. The Board's commitment to improving all transportation modes is critical to serving Alameda County.

We thank the following 2003-2004 CMA board members for their dedication and vision.

AC Transit

Patricia Piras, Director

Alameda County

Supervisor Scott Haggerty

Supervisor Gail Steele (until July 7, 2003)

Supervisor Nate Miley (appointed July 8, 2003)

City of Alameda

Mayor Beverly Johnson

City of Albany

Mayor Peggy Thomsen

BART

Director Peter Snyder, Chair

City of Berkeley

Councilmember Kriss Worthington

City of Dublin

Councilmember George Zika

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Vice Mayor Nora Davis

City of Fremont

Mayor Gus Morrison

City of Hayward

Mayor Roberta Cooper

City of Livermore

Councilmember Tom Vargas (until November 2003)

Councilmember Marjorie Leider (appointed November 2003)

City of Newark

Councilmember Luis Freitas

City of Oakland

Vice Mayor Larry Reid

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Councilmember Jeff Wieler

City of Pleasanton

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alameda county congestion management agency

2003-2004 ANNUAL REPORT

Setting the Stage | 2

Leadership | 4

Highlighting Agency Actions | 8

2003-2004 Actions at a Glance | 16

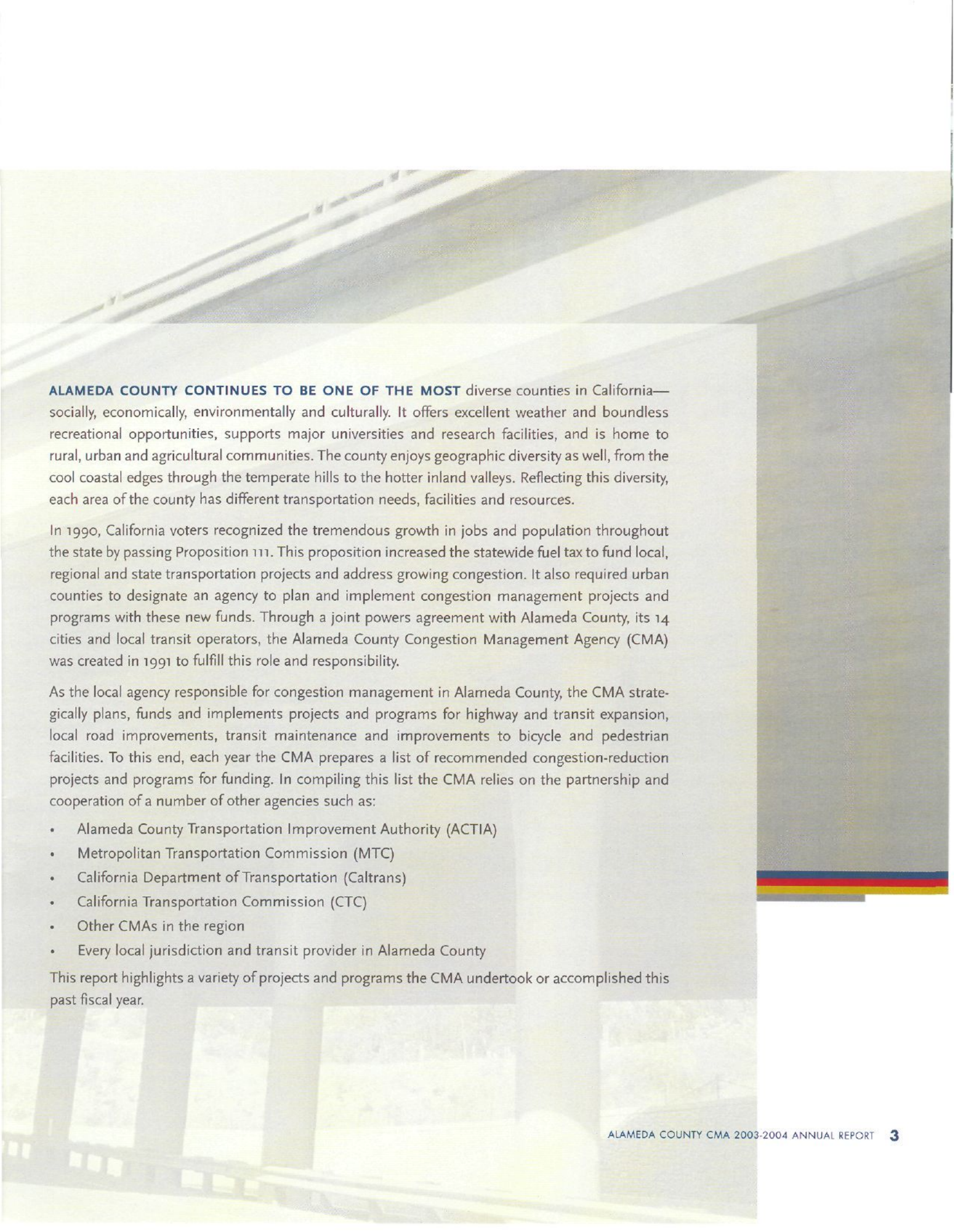
Looking Forward | 24

Financials | 26

setting the stage



The CMA works to improve mobility for Alameda County residents, workers, visitors and goods while incorporating the diverse values and expectations of the region.



ALAMEDA COUNTY CONTINUES TO BE ONE OF THE MOST diverse counties in California—socially, economically, environmentally and culturally. It offers excellent weather and boundless recreational opportunities, supports major universities and research facilities, and is home to rural, urban and agricultural communities. The county enjoys geographic diversity as well, from the cool coastal edges through the temperate hills to the hotter inland valleys. Reflecting this diversity, each area of the county has different transportation needs, facilities and resources.

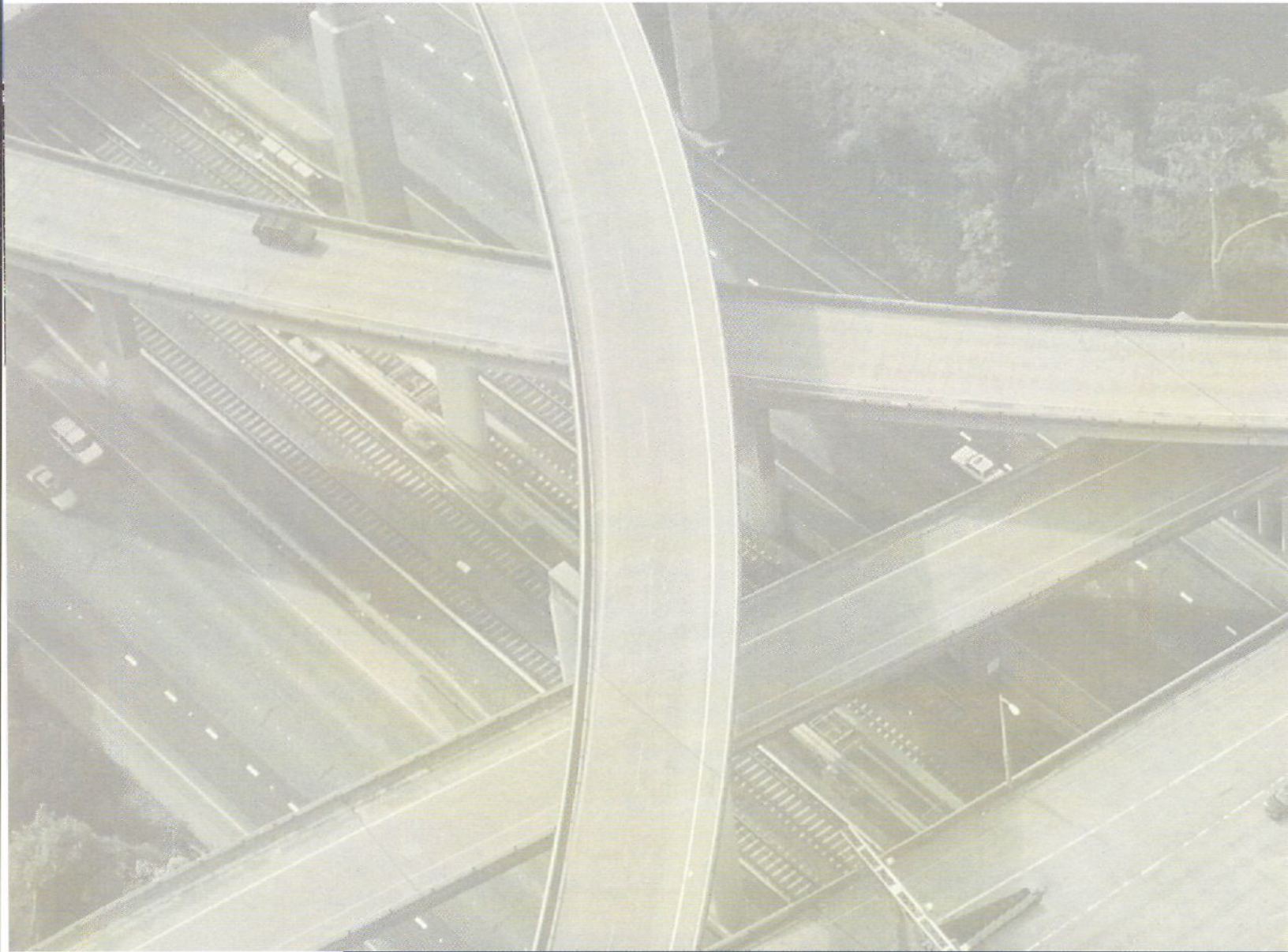
In 1990, California voters recognized the tremendous growth in jobs and population throughout the state by passing Proposition 111. This proposition increased the statewide fuel tax to fund local, regional and state transportation projects and address growing congestion. It also required urban counties to designate an agency to plan and implement congestion management projects and programs with these new funds. Through a joint powers agreement with Alameda County, its 14 cities and local transit operators, the Alameda County Congestion Management Agency (CMA) was created in 1991 to fulfill this role and responsibility.

As the local agency responsible for congestion management in Alameda County, the CMA strategically plans, funds and implements projects and programs for highway and transit expansion, local road improvements, transit maintenance and improvements to bicycle and pedestrian facilities. To this end, each year the CMA prepares a list of recommended congestion-reduction projects and programs for funding. In compiling this list the CMA relies on the partnership and cooperation of a number of other agencies such as:

- Alameda County Transportation Improvement Authority (ACTIA)
- Metropolitan Transportation Commission (MTC)
- California Department of Transportation (Caltrans)
- California Transportation Commission (CTC)
- Other CMAs in the region
- Every local jurisdiction and transit provider in Alameda County

This report highlights a variety of projects and programs the CMA undertook or accomplished this past fiscal year.

leadership



**Working with our partners—MTC and ACTIA—
we will try to link the projects that their
interests would support and those that the CMA can reasonably fund.**



A Statement from the Board

Pete Snyder, Chair

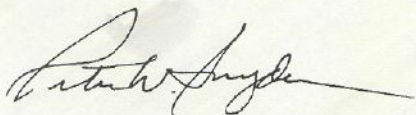
AS WE ENTER YET ANOTHER YEAR OF CONGESTION IN THE BAY AREA, the CMA Board will continue to meet the challenges of the future. Now, with a clear policy of creating “set-asides” for high priority projects, the Board can begin to look at projects that can be completed earlier and be of general benefit to the entire County.

Individual area projects will continue to be evaluated for their benefit to the area they would serve. The advent of the “triangle” study in the Tri-Valley is a good example of this effort. At the conclusion of the study it will be very helpful to understand how best to use the precious dollars to address problems in the I-580, I-680 and SR-84 corridors.

With the grim possibility of a lack of new federal or state funding in the future, the Board will continue to be prudent in its planning efforts. Our 25-year Countywide Transportation Plan will be an ever-useful tool as it is continually updated and we move ahead. The CMA Staff advice is critical in this process.

Public transit will, as well, be at the forefront of the CMA's interest in the future. We all recognize that greater numbers of people using transit will yield reduced congestion on our highways and surface roads. Again, the struggle will be the availability of funds.

Although it looks bleak for the future, there is much that can be accomplished with the resources in our hands at this time. It will be our goal to view the glass as half full and continue to forge ahead.




A Statement from the Executive Director

Dennis Fay, CMA Staff

IN MAY 2004 WE CELEBRATED THE ALAMEDA COUNTY CMA's 13th anniversary. As with 2003, it was a year of unease and uncertainty. The escalating federal deficit and the continuing state budget crisis severely limited the CMA's ability to fund many of the much needed transportation programs and projects to help manage congestion. Instead, we turned our attention to working with current project sponsors to leverage limited resources and to implement already programmed projects. Yet despite the complicated economic climate, there were a number of highlights to share.

- The CMA Board previously authorized a demonstration project intended to address delays along the I-680 Sunol Grade—a 14-mile stretch between State Routes 84 and 237. The project was formerly known as HOT (high occupancy toll) lanes and is now referred to as SMART Carpool Lanes. AB 2032, authored by Assemblyman John Dutra, authorized the CMA to implement the project. In September 2004, the governor signed this bill into law.
- The East Bay SMART Corridors Program continued its success in decreasing congestion along San Pablo Avenue. This transit priority program resulted in an astounding 66 percent increase in ridership and a 17 percent decrease in travel time. Of the increased ridership, 19 percent formerly drove alone. In September the CMA received an Award of Merit from MTC. In addition, Staff member Cyrus Minoofar, Principal Transportation Engineer, received an Award of Outstanding Engineer for the Bay Area from the Institute of Transportation Engineers.
- In May the CMA Board adopted an Implementation Plan for Regional Measure 2. RM2, approved by Bay Area voters in March 2004, increased the tolls on State-owned bridges to \$3. The legislation is expected to generate \$3 billion over 35 years. The CMA is lead sponsor on four major transportation projects.
- Environmental documentation for proposed carpool lanes along I-580 in the Livermore Valley was reinitiated after being suspended due to the State financial crisis. At the CMA Board's direction, staff looked into ways to restore funding and complete the report. Staff received approval from the California Transportation Commission to change the project sponsor from Caltrans to the CMA, thus allowing the effort to resume.
- The CMA's Exchange Program has accrued just over \$37.2 million in local funds (through June 2004). This Program is used to expedite projects by giving project sponsors the flexibility of using local funds rather than state or federal monies.



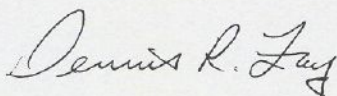
**Please continue to express your interest
and offer your suggestions. With your involvement, we can—together—
enhance the quality of life of Alameda County.**

- In January, the Board adopted the Congestion Management Program. This document sets forth strategies for implementing the long-range Countywide Transportation Plan. Updated during odd numbered years, the CMP deals with day-to-day problems congestion causes.
- In May, the Board adopted the Countywide Transportation Plan, the long-range policy document that guides transportation decisions and articulates the vision for Alameda County's transportation system. Through goals, objectives and strategies, the Plan lays the groundwork for an investment program tailored to the diverse needs of the county's residents, visitors and workers.

Along with the highlights were significant challenges for transportation agencies during this past year.

- The State's ongoing fiscal difficulties continued to hamper the delivery of projects programmed in the State Transportation Improvement Program (STIP). The shortfall of transportation funds caused the delay of key congestion management projects. Although projects are slowly receiving authorization, the amount of available monies is not close to addressing the severity of the problem.
- The State's budget emergency also resulted in suspension of Proposition 42 funds, delaying project delivery and generating additional uncertainty in the funding of several projects.
- In June, MTC allocated funds for the RM2 projects. The CMA, as lead sponsor for four such projects, is responsible for organizing all phases of project development. This will require careful coordination and oversight as each project is at a different phase of development: some will be initiated; others re-started.
- With authorization to implement the I-680 Smart Carpool Lanes, the CMA must develop a concept for operations for the project. This will include design, development and implementation, a method to collect tolls and agreements with the various participating agencies. This phase of the project will be completed in early summer 2005. Depending on funding, including funds for the underlying HOV project, completion is expected in 2008.

In the upcoming year we will once again be confronted with the financial reality of an uncertain funding picture. Despite the economic uncertainty, we will continue moving projects forward. We will work with our transportation partners to help meet the current and future transportation needs of Alameda County.



highlighting agency actions



**The CMA updated the Congestion Management Program
this past year.**

TO HELP GUIDE AND IMPROVE ALAMEDA COUNTY'S transportation system, the CMA's activities can be viewed in three parts:

- Developing the planning documents that guide transportation development and funding decisions;
- Programming the funds to agencies for transportation improvements; and
- Implementing the projects and programs set forth in the planning documents.

Planning the Transportation System

The CMA prepares and updates the 25-year Countywide Transportation Plan and the shorter-range Congestion Management Program for Alameda County. Programs and projects found in these documents are aimed at reducing congestion and improving mobility and air quality.

Guiding Documents

Vision One of the CMA's primary responsibilities is to develop and periodically update the Countywide Transportation Plan. It is a long-range policy document that guides transportation decisions and articulates the vision for Alameda County's transportation system. Through goals, objectives and strategies, the Plan lays the groundwork for an investment program tailored to the diverse needs of the county's residents, visitors and workers.

During the past year, the CMA completed the 2004 update of the Countywide Transportation Plan. Through its funding allocation program, the Plan will seek to ensure that transportation investments—over the 25-year planning period—are efficient and productive, and that maintenance and management of the system remains a high priority.

Implementation The second plan, required by California law for all urban counties, is the Congestion Management Program. This document sets forth the fundamentals for implementing the long-range Countywide Transportation Plan. Last updated in 2003, the CMP deals with day-to-day problems congestion causes, including:


- Setting level of service standards for our roadways;
- Analyzing the impact of land development on transportation;
- Exploring ways to manage travel demand; and
- Developing a five-year capital improvement program.

Other Studies

In addition to the Countywide Transportation Plan and the Congestion Management Program, the CMA conducts special studies which, if results prove feasible, are folded into the CMA's two guiding plans. This past year, two notable efforts were completed.

I-680 SMART Carpool Lane The CMA, working with MTC, Caltrans and the Federal Highway Administration (FHA), explored the effects of value pricing on I-680 between State Routes 84 and 237—a 14-mile stretch known as Sunol Grade and considered to be one of the worst commutes in the Bay Area. The project was formerly known as HOT (high occupancy toll) lanes and is now referred to as Smart Carpool Lanes. The study showed that combining the existing carpool lane with a Smart carpool lane provides even more benefits than a carpool-only lane—and it is physically, operationally and financially feasible.

Community Based Transportation Plan for Central County The CMA, with funding from MTC—and collaboration with the community, City of Hayward, Alameda County and transit agencies—prepared a Central Alameda County Community Based Transportation Plan. This effort focused on low income portions of an unincorporated area of Hayward. MTC identified the project area as part of their Lifeline Transportation Network. The study, completed in spring 2004, identified transportation gaps, solutions, costs and potential funding sources to meet the transportation needs identified by the community. Since the Plan was completed, the City of Hayward and Alameda County have been awarded federal, state and regional funds to implement one of the recommended projects.



Smart carpool lanes offer motorists the choice of paying a fee to use a faster-moving designated highway lane as a way of reducing their time in traffic.



Programming the Funds

Along with its planning activities, the CMA programs funds from a variety of sources to implement projects. The CMA's programming activities promote early project development and timely project delivery by ensuring that federal, state and local funds are programmed effectively and efficiently—and in accordance with federal and state procedures and deadlines.

The CMA develops a list of projects it has identified as important for the ongoing management and reduction of congestion in Alameda County. For both competitive and non-competitive funding programs, the CMA is instrumental in identifying projects that will improve the system and can be delivered through its program development and application process. To further improve project delivery, the CMA has developed the "CMA TIP Exchange Program." This program provides a local funding source to projects that allow a sponsor to expedite delivery of project phases that otherwise would have to wait for federal or state funding.

Direct Funding Sources

Funding for CMA transportation investments is primarily through a combination of five federal, state and local programs.

Federal Surface Transportation Program The CMA is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal STP. The STP is funded through TEA-21,



the legislation by which the CMA receives federal monies. The CMA primarily programs STP funds to roadway projects, including resurfacing of local streets and roads. These funds are also used for rehabilitating BART cars, AC Transit vehicles and facilities. The next STP programming cycle is in 2004-2005.

Federal Congestion Mitigation & Air Quality Program The CMA is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal CMAQ. These funds are used on projects that will provide an air quality benefit. The CMA primarily programs these funds to bicycle and pedestrian projects and Transportation for Livable Communities projects. These projects are selected based on a schedule determined at the regional agency level (MTC). The next CMAQ programming cycle is in 2004-2005.

State Transportation Improvement Program State law delegates the development and approval of County priorities for funding in the STIP to the CMAs. Working with project sponsors, including Caltrans, transit agencies and local jurisdictions, the CMA solicits and prioritizes projects that will be programmed in the STIP. The 2004 STIP was approved in August. This STIP includes no new funding due to the State fiscal crisis.

Projects in the Alameda County STIP that have been delayed include BART extensions, purchase of new transit vehicles, intermodal facilities and freeway widening projects. This program is updated during odd numbered years and is included in the Congestion Management Program.

**Current and projected transportation dollars
do not meet the needs.**

**The CMA provides technical assistance
to project sponsors to implement
their programs where necessary.**

Of the STIP funds, 75 percent are programmed at the county level and earmarked as "County Share." The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program (ITIP).

Transportation Fund for Clean Air Program State law permits the Bay Area Air Quality Management District to collect a fee of \$4 per vehicle per year to reduce air pollution from motor vehicles. Of these funds, the BAAQMD programs 60 percent; the remaining 40 percent are allocated to an overall program manager for each county—the CMA in Alameda County. Of the CMA's portion, 70 percent are programmed to the cities and County and 30 percent are programmed to transit-related projects.

In the past, the CMA has used these funds to support an array of improvements such as shuttle buses, transit information, bicycle projects, regional ridesharing, the Guaranteed Ride Home Program and signal coordination. In fiscal year 2003-2004, the CMA programmed \$1.3 million to projects. This program list is updated annually.

Local Exchange Program/CMA Transportation Improvement Program The CMA has established a "Local Exchange Program" to give project sponsors some flexibility to streamline and expedite project delivery. Under this Program, the CMA exchanges state and federal funds for local monies to create a local funding source. This funding source gives project sponsors the flexibility of using local rather than state or federal funds.

The local funds will also allow many projects to begin that would otherwise have been delayed due to delays in STIP funding. The CMA TIP funding was approved in January 2004 and included projects such as bus purchases, over passes and intermodal facilities.

Indirect Funding Sources

There are a number of additional funding programs available to Alameda County for transportation improvements. However, the CMA does not have a direct role in programming of these funds.



Photo: Valley Transportation Authority



- Federal Disaster Assistance
- Federal Transit Sections 5307 and 5309
- State Transit Capital Improvement Program
- State Interregional Transportation Improvement Program
- State Environmental Enhancement and Mitigation Program
- State Transportation Development Act (transit, paratransit and bicycle/pedestrian)
- State Transit Assistance
- State Highway Operations and Protection Program
- Local BART Sales Tax
- Local Measure B Sales Tax
- Local Bridge Tolls
- Local Gas Tax

Keeping Projects Moving

With no new state or federal funding provided recently, the CMA has focused on delivering already funded projects in Alameda County. In addition, coordination efforts with project sponsors was intensified and local sales tax funds were leveraged to deliver key transportation projects throughout the county, including:

- Widening of I-880 and the Mission Boulevard Interchange
- Advancement of the Oakland Airport Connector Project
- Railroad Grade Separations in Fremont
- Improvements along the I-680 Corridor

**In addition to planning the system
and programming the funds, the CMA
implements projects and programs.**



Implementing the Projects and Programs

During the past fiscal year, the CMA took the lead in advancing a number of implementation efforts.

Regional Measure 2

RM 2, approved by Bay Area voters in March 2004, increased the tolls on State-owned bridges by \$1—to \$3 per crossing. The legislation is expected to generate \$3 billion over 35 years. These revenues are dedicated for specific capital projects and operating funds for selected transit operators.

RM 2 includes four projects that identify the CMA as the sponsor or co-sponsor:

- I-880 North Safety Improvements
- I-580 Tri-Valley Rapid Transit Corridor Improvements
- Regional Express Bus Improvements such as HOV lane components and related improvements (San Mateo, Dumbarton and Bay Bridges)
- Dumbarton Bridge Commuter Rail Service

The CMA will be the lead agency for implementing all or parts of the first three listed projects, totaling about \$97 million in RM 2 funds and with a construction cost of approximately \$400 million (San Mateo County will implement the last project).

2003-2004 actions at a glance

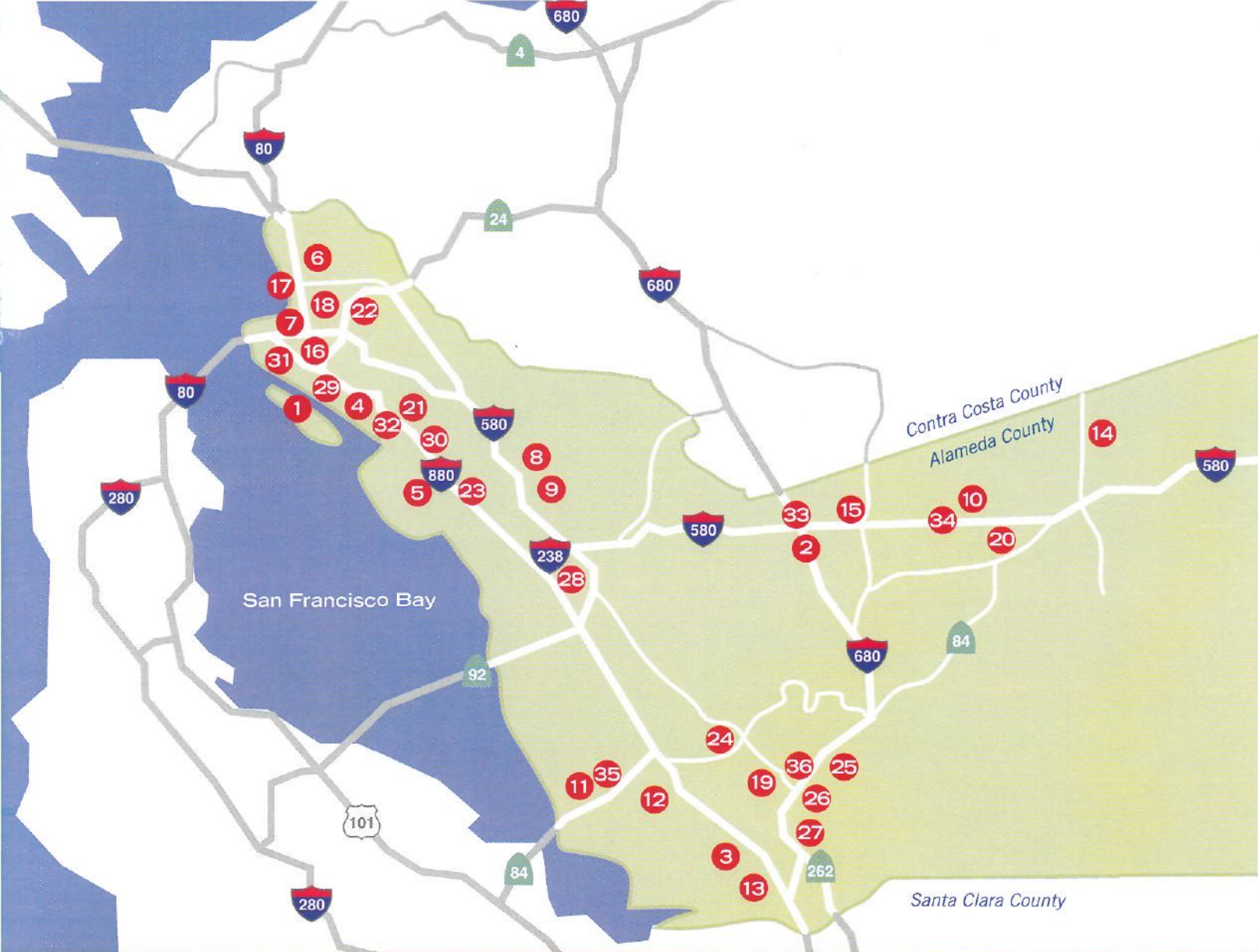
During the last fiscal year, the CMA's focus remained on assisting sponsors in delivering currently funded or programmed projects.

Planning the System

KEY	SPONSOR	PROJECT	STATUS
	CMA	Countywide Transportation Plan	Completed
		Congestion Management Program	Underway
		I-680 Smart Carpool Lane	Underway
		I-580 Carpool Lane Environmental Review	Underway
		I-238 Auxiliary Lane Environmental Review	Underway

Programming the Funds

KEY*	SPONSOR	PROJECT	STATUS
	AC TRANSIT	MIS Phase 2: Berkeley/Oakland/San Leandro Corridor	Project Development
		Bus Acquisition	Ongoing
		DistrictWide Facilities Upgrade	Ongoing
		Satellite-Based Global Tracking Communication System	Ongoing
		Wheelchair Bus Securement	Ongoing
1	ALAMEDA	Tinker Avenue Extension/College of Alameda Transit Center	Project Development
2	BART	West Dublin/Pleasanton BART Station Improvements	Initial Stages
3		BART Extension to South Fremont	Project Development
4		Lake Merritt Channel Subway Repair	Project Development
5		Oakland Airport Connector	Project Development
		A/B Car Rehabilitation	Ongoing
		Automatic Fare Collection Modernization	Ongoing
		Platform Edge Tile Replacement	Ongoing
6	CALTRANS	I-80 Aquatic Park Noise Barrier	Initial Stages
8		I-580 Soundwalls: Oakland	Project Development
9		I-580 Soundwalls: San Leandro	Project Development
10		I-580 Soundwalls: Livermore	Project Development
11		Route 84 WB Carpool Lane Extension: Newark Boulevard to existing carpool lane	Project Development
12		Route 84 WB Carpool On-Ramp to I-880	Project Development
13	CALTRANS/ACTIA	I-880 Carpool Lanes to Santa Clara County	Project Development
		I-880 Warren Avenue Interchange	Project Development
		Widening with E. Warren Grade Separation	Project Development
14	COUNTY	Vasco Road Safety Improvements	Project Development
15		East Dublin/Pleasanton BART Station Transit Village Parking Structure	Project Development
16	EMERYVILLE	Mandela Parkway Extension	Initial Stages
17		Ashby/Bay Interchange Improvements	Project Development
18		Emeryville AMTRAK Intermodal Transfer Station	Project Development
19	FREMONT	Washington Boulevard/Paseo Padre Grade Separations	Project Development
20	LAVTA	Satellite Bus Operations Facility	Initial Stages
21	OAKLAND	I-880 Access at 42nd/High Street	Project Development
22		MacArthur BART Station Transit Village: Comprehensive Plan	Project Development
23	SAN LEANDRO	Marina Boulevard Widening	Under Construction
24	UNION CITY	Intermodal Station: Phase I	Project Development
25	CMA/CALTRANS	I-680 SB Carpool Lanes	Constructed
26		I-680 Soundwalls	Under Construction
	CMA/ACTIA/CALTRANS		
27		I-680 NB Carpool Lane	Project Development
28		I-238 NB and SB Expansion	Project Development



Implementing the Projects and Programs

KEY	SPONSOR	PROJECT	STATUS
	CMA/OAKLAND/CALTRANS		
29		I-880: Broadway/Jackson Improvements	Project Development
	ACE/CMA	ACE Trackage and Maintenance Improvements	Project Development
30	CMA	San Pablo Avenue SMART Corridor	Ongoing
31		Grand Avenue/I-880 HOV On-Ramp	Initial Stages
32		I-880: 29th Avenue Interchange Improvements	Initial Stages
33		I-580/I-680 Interchange Improvements	Initial Stages
34		I-580 HOV Lane	Initial Stages
35		SR-84 HOV Lane Extension	Initial Stages
36		I-680 Smart Carpool Lane	Initial Stages
		Guaranteed Ride Home Program	Ongoing
		Project Monitoring Program	Ongoing
		Highway Monitoring Program	Ongoing

* The illustrative map is not meant to depict the precise location of each project, but rather a more general picture of the geographic distribution of activities underway during the 2003-2004 fiscal year.



The CMA's primary role in implementing these RM 2 projects over the next two years will be managing all phases of project development. In order to accomplish these significant efforts, the Board approved two new staff positions: Project Engineer to assist in project implementation; and Project Accountant/Database Coordinator to assist the Accounting Manager and Project Managers.

I-680 Corridor

Over the years, the CMA—in partnership with the Contra Costa and Santa Clara CMAs, MTC, Caltrans, ACTIA and business and community groups developed strategies for implementing improvements in the corridor. The \$85 million programmed for southbound I-680 will be implemented in the following phases:

- An auxiliary lane from Automall Parkway to Mission Boulevard to relieve the weekday morning bottleneck (completed in March 2001);
- A carpool lane from Route 84 to Route 237 (completed in December 2002);
- Soundwalls identified in the environmental document (construction began in April 2004, with completion scheduled for April 2005); and
- Additional auxiliary lanes, ramp metering and widen shoulders and structures (construction anticipated in 2005).

A total of \$102 million is programmed for construction of a carpool lane on northbound I-680 over the Sunol Grade, although some of the funding remains in jeopardy due to the State's ongoing fiscal crisis. Caltrans is currently working on the environmental document. A draft for public review was released in fall 2004, with final environmental clearance expected in 2005.

In April 2003 the Board authorized a three-year demonstration project to include adding a Smart carpool lane feature to the construction of the standard southbound carpool lane. On September 19, 2004 the governor signed AB 2032 (Dutra), authorizing implementation of the SMART Carpool Lane. The CMA is in the early stages of project development. A grant from the FHWA will fund preliminary engineering of the project.

I-238 Corridor

The CMA, in cooperation with Caltrans and ACTIA, developed a set of improvements to reduce congestion and delay along this corridor. The interim solution, to add an auxiliary lane to southbound I-238, was completed in October 2000. In some locations, the lanes and shoulders are narrower than standard. The long-term solution is to add a standard northbound and southbound lane. The environmental document was approved in April 2004. Construction is set to begin in 2006.

I-880 Corridor

A key element of the CMA's adopted Strategic Plan for I-880 is modifications of the I-880/Broadway/Jackson interchange, which will improve access to Oakland's Chinatown, Jack London Square and the City of Alameda. The environmental document was completed in 2003 and design began in 2004.

I-580 Corridor

The CMA is actively spearheading a cooperative effort between partner agencies to improve mobility, traffic safety and operations in the I-580 Livermore Valley corridor. In partnership with Caltrans, the CMA has been managing the environmental document. Work on the project was delayed for one year due to the State budget crises. Work on the environmental document was restarted in July 2004.

The initial phase of the project is focused on bringing congestion relief to the corridor, as soon as possible. Specifically, the first phase will construct an interim eastbound HOV lane on I-580 from Hacienda Drive to Greenville Road (including auxiliary lanes at several interchanges). Subsequent project phases will widen the westbound direction and construct improvements to the I-580/I-680 interchange.



East Bay SMART Corridors Program

During the past year, the East Bay SMART Corridors Program made great strides in using current and evolving technologies such as remote traffic detectors, wireless devices, traffic cameras and transit priority signals to:

- Increase efficiency of existing roadway and transit service;
- Support a multi-modal transportation system;
- Reduce travel time and improve traffic flow;
- Enhance emergency response and incident removal; and
- Share information between participating agencies and cities in a timely way.

Specifically, the CMA developed and deployed a Transit Signal Priority (TSP) system to support AC Transit's Rapid Bus along a 16-mile stretch of San Pablo Avenue, from Jack London Square in Oakland to Contra Costa College in San Pablo.

In September the CMA received an Award of Merit from MTC. In addition, Staff member Cyrus Minoofar, Principal Transportation Engineer, received an Award of Outstanding Engineer for the Bay Area from the Institute of Transportation Engineers.

Rapid Bus Corridor—Bay Fair Mall to UC Berkeley

Due to overwhelming success along San Pablo Avenue, AC Transit and the CMA are embarking on another Rapid Bus corridor—an 18-mile stretch connecting Bay Fair Mall in San Leandro and UC Berkeley. The CMA is responsible for approximately \$15 million and AC Transit's Bus Rapid Transit program will cover about \$80 million.

This transit priority program resulted in an astounding 66 percent increase in ridership and a 17 percent decrease in travel time. Of the increased ridership, 19 percent formerly drove alone.



Altamont Commuter Express Passenger Rail

Providing passenger rail service from Stockton to downtown San Jose, the Altamont Commuter Express (ACE) train removes vehicles from the busy corridors of I-580 and I-680. The CMA is working closely with partner agencies—ACE, Caltrans, Alameda County and the City of Livermore—to deliver approximately \$36 million worth of improvements aimed at enhancing access to and operations of ACE:

- Downtown Livermore ACE Station Parking Improvements (completed)
- Vasco Road Safety Improvements (construction anticipated to begin in 2005)
- Vasco Road ACE Station Parking Improvements (design completed; right-of-way purchased; construction delayed due to State budget crisis)
- ACE Service Track Improvements (construction anticipated to begin in 2005)

Guaranteed Ride Home Program

Through the Guaranteed Ride Home Program, the CMA continued offering transit riders, carpoolers, pedestrians and bicyclists a taxi voucher should they unexpectedly be required to stay at work beyond transit operating hours or need to get home quickly for a family matter. In 2004, CMA added a countywide car rental program as a cost savings alternative to using taxis. Use of the program is limited to a few times per month, with a fixed number per year. It is



intended to overcome barriers to ridesharing, reduce congestion and help improve air quality. The CMA administers the program and the Transportation Fund for Clean Air Program provides funding. As of November 2004, just over 3,000 employees are currently registered for the Program and 907 rides have been taken.

Project Monitoring Program

The CMA works with Alameda County, all 14 cities in the county and local transit operators to ensure that funds distributed through the CMA are being spent as required. Quarterly, the Board reviews the status of projects to ensure that funds are being used in accordance with State mandates, and to provide an early warning for projects that may need additional delivery assistance or a time extension.

The CMA also provides technical assistance to project sponsors to implement their programs where necessary. State statute includes a “timely use of funds” provision that requires on-time project delivery—or funding may be lost. The CMA provides this assistance to sponsors to ensure that Alameda County funds are not lost. The CMA created a project database to assist in tracking projects.

Highway Monitoring Program

The CMA regularly monitors the level of service on highways and key arterials in the county. This information is used for planning studies, to ensure conformance with the CMP, and to prepare the annual "State of Transportation in Alameda County" Performance Report.

Soundwall Funding Process

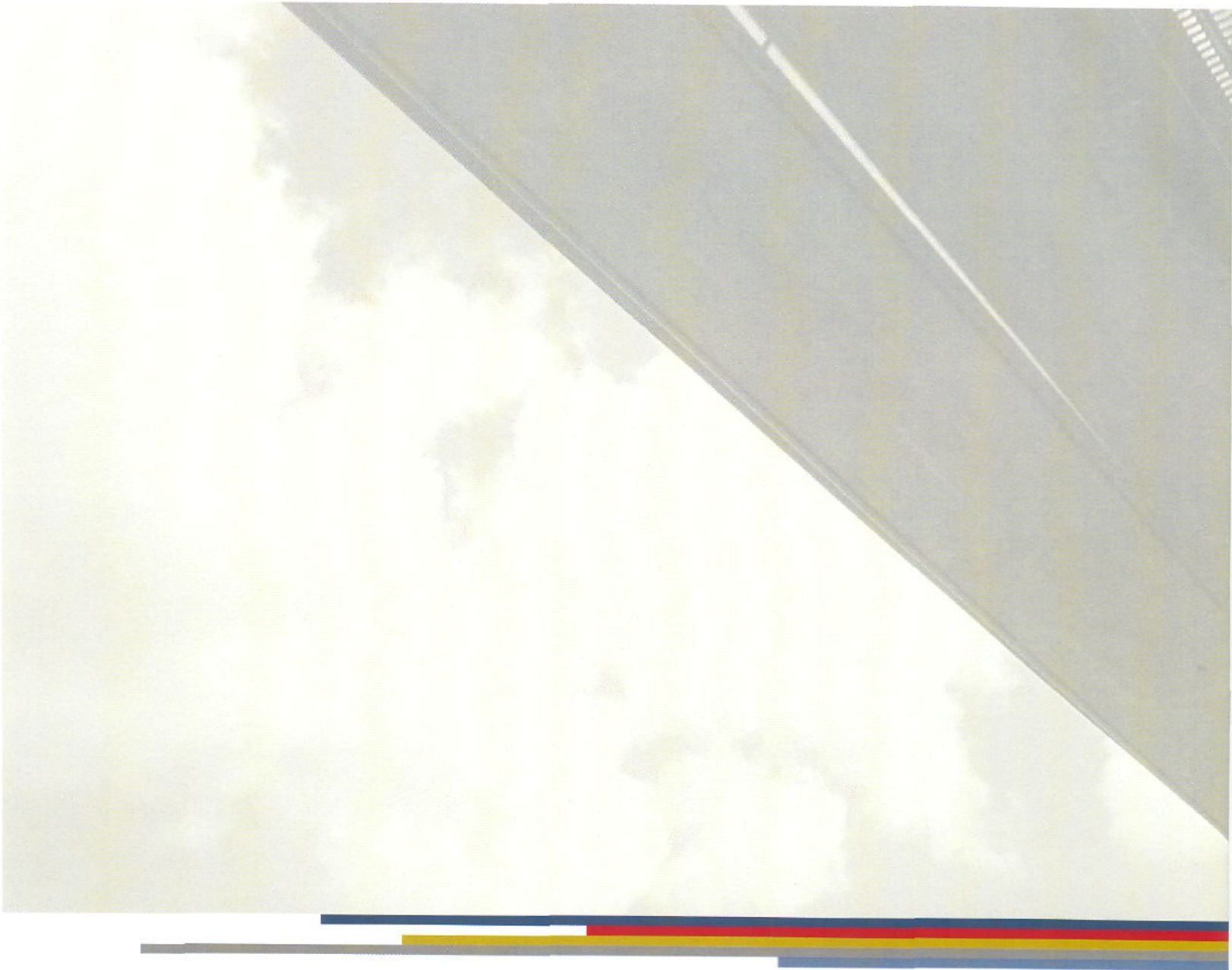
When Senate Bill 45 was signed into state law in 1997, the CMA became responsible for funding soundwalls that are not part of new freeway construction (devolved from Caltrans). In response, CMA staff developed a process to evaluate and fund soundwall projects in the county. The process, approved in fall 2002, focuses on residential areas and includes:

- A petition process for project requests;
- An evaluation process to ensure that a proposed soundwall location is eligible for funding and will reduce freeway noise; and
- A prioritization process of eligible projects using factors such as noise level, cost effectiveness, funding package and environmental justice considerations.

This evaluation process includes close coordination with Caltrans' environmental engineers to assist the CMA with technical review of candidate locations.



looking forward



Despite the clouded funding picture, the CMA looks forward to an exciting next year, focusing our efforts on a number of innovative projects and programs.

ALAMEDA COUNTY'S FREEWAYS AND HIGHWAYS remain the most congested in the nine-county Bay Area. While the federal and state governments have enjoyed robust years in the past—generating welcomed revenues for the county—recent years have been tainted with financial uncertainty. Maintaining the existing system and expanding its capacity and efficiency will require creative transportation strategies, particularly given the State's fiscal uncertainty.

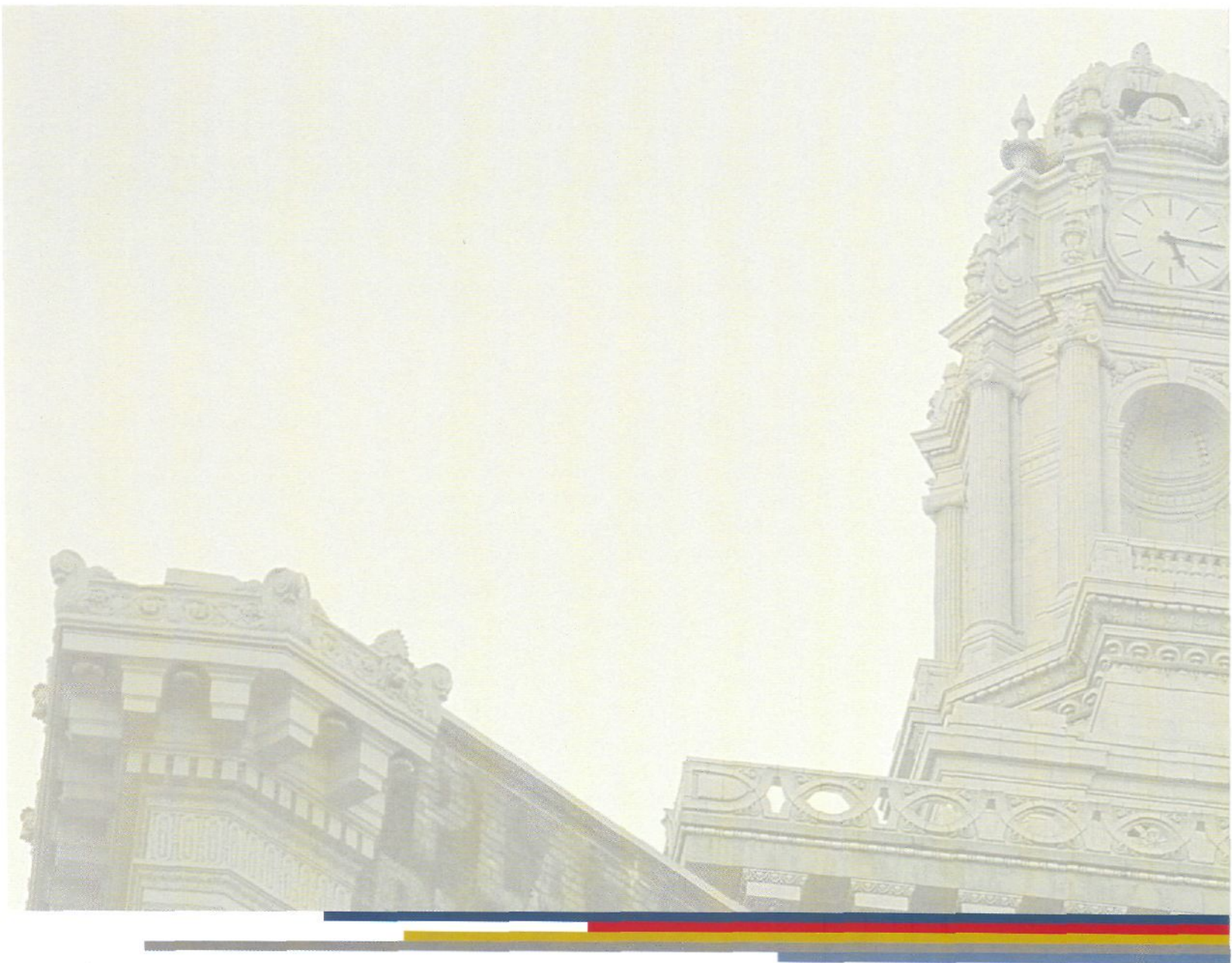
In an effort to begin to close the gap in the State's historic \$26.3 billion budget deficit, the governor has directed serious cuts to, and increases in fees for, an array of programs and services. The governor's budget for 2004-2005 specifically suspends \$1.1 billion slated for transportation projects, as mandated under Proposition 42, until the 2007-2008 fiscal year. This funding approved by voters in March 2002, represents a substantial source of statewide transportation funds.

As it concerns the CMA, without the County's allocation of Proposition 42 monies, projects were delayed an average of two to three years. Monies in the CMA's Exchange Fund, Measure B and reauthorization of the federal transportation program have helped mitigate the loss of Proposition 42 funds. Currently planned projects and programs, however, have had to be prioritized and "re-shuffled," causing delay of critical congestion relief projects.

The CMA's directive is clear—manage congestion. Without clear and certain funding streams, it will be difficult but not impossible. So while transportation agencies throughout the State must brace for the funding realities, CMA will stay focused on delivering quality transportation projects and programs to Alameda County through:

- Solid plans, incorporating technical expertise and community input;
- Well-defined, achievable goals and supporting strategies;
- Collaboration with and cooperation of partner agencies;
- The continued leadership and vision of the CMA Board; and
- The continued commitment and dedication of the CMA staff.

financials



Despite the unsettling funding picture for projects and programs, there were a number of financial highlights for the year: Total net assets for all funds increased \$46,297 from the previous fiscal year and total governmental funds revenues increased 120 percent.

Statement of Fund Balances for the Year ending June 30, 2004.

	GENERAL FUND	TFCA	EXCHANGE FUND	TOTAL
Assets				
Cash and Investments	\$2,534,819	\$4,197,843	\$	\$6,732,662
Restricted Cash and Investments			28,149,877	28,149,877
Accounts Receivable	5,515,170	900,000	1,081,209	7,496,379
Interest Receivable	6,719		104,815	111,534
Prepaid Items	340,131			340,131
Total Assets	\$8,396,839	\$5,097,843	\$29,335,901	\$42,830,583
Liabilities and Fund Balances				
Accounts Payable	1,530,758	152,418	310,537	1,993,713
Accrued Liabilities	97,598			97,598
Deferred Revenue	4,391,934		27,817,752	32,209,686
Total Liabilities	\$6,020,290	\$152,418	\$28,128,289	\$34,300,997
Unreserved Fund Balances	2,376,549	4,945,425	1,207,612	8,529,586
Total Liabilities and Fund Balances	\$8,396,839	\$5,097,843	\$29,335,901	\$42,830,583

In response to the rapidly increasing project activity, expenditures rose 136 percent. Total cash and investments—both restricted and unrestricted—declined by \$5,339,338.

Statement of Revenues, Expenditures and Changes in Fund Balances—All Governmental Funds—
for the Year ending June 30, 2004.

REVENUES	GENERAL FUND	TFCA	EXCHANGE FUND	TOTAL
<i>Grants</i>				
MTC	\$690,916	\$	\$	\$690,916
Caltrans	9,168,941			9,168,941
TFCA	420,462			420,462
BAAQMD	805,549			805,549
AC Transit	486,809			486,809
Other	77,775			77,775
Revenue from Member Agencies	736,207			736,207
Revenue from Exchange Fund	1,494,182	1,770,510	8,696,250	11,960,942
Interest	22,714	47,003	485,843	555,560
ACTIA, Measure B	3,517,354			3,517,354
Miscellaneous	19,408			19,408
Total Revenues	\$17,440,317	\$1,817,513	\$9,182,093	\$28,439,923
EXPENDITURES	GENERAL FUND	TFCA	EXCHANGE FUND	TOTAL
Salaries	\$999,205	\$	\$	\$999,205
Employee Benefits	272,394			272,394
Salary Related Expenses	4,712			4,712
Board Meeting Per Diem	46,901			46,901
Transportation	13,879			13,879
Travel, Special Events	19,313			19,313
Training	2,611			2,611



EXPENDITURES (CONTINUED)	GENERAL FUND	TFCA	EXCHANGE FUND	TOTAL
Office Space	\$139,202	\$	\$	\$139,202
Postage/Reproduction	18,686			18,686
Office Expenses	107,792			107,792
Computer Support	35,206			35,206
Website Service	7,492			7,492
Insurance	6,935			6,935
Legal Counsel	116,678			116,678
Annual Audit	29,610			29,610
EDAB Membership	5,000			5,000
Consultants/Contractors	14,867,679	2,590,869		17,458,548
Consultants/Contractors, Exchange Program			8,927,401	8,927,401
Member Agencies for Projects, TFCA		90,554		90,554
Sacramento Representative	46,333			46,333
Miscellaneous	3,672			3,672
Total Expenditures	\$16,743,300	\$2,681,423	\$8,927,401	\$28,352,124
Excess of Revenues over Expenditures, before Other Financing Sources	697,017	(863,910)	254,692	87,799
Other Financing Sources— Operating Transfer	133,586	(120)	(133,466)	
Net Change in Fund Balance	830,603	(864,030)	121,226	87,799
Fund Balance—June 30, 2003	1,545,946	5,809,455	1,086,386	8,441,787
Fund Balance— June 30, 2004	\$2,376,549	\$4,945,425	\$1,207,612	\$8,529,586



Revenues and Expenditures

Statement of Revenues, Expenditures and Changes in Fund Balance—Budget and Actual General Fund—for the Year ending June 30, 2004.

REVENUES	ACTUAL	ORIGINAL BUDGET	FINAL BUDGET	VARIANCE
<i>Grants</i>				
MTC	\$690,916	\$422,500	\$627,500	\$63,416
Caltrans	9,168,941	18,213,100	15,685,210	(6,516,269)
TFCA	420,462	230,000	450,199	(29,737)
BAAQMD	805,549	364,000	1,415,000	(609,451)
AC Transit	486,809	50,000	348,000	138,809
Other	77,775	200,000	200,000	(122,225)
Revenue from Member Agencies	736,207	736,216	736,216	(9)
Revenue from Exchange Fund	1,494,182	1,869,759	1,430,000	64,182
Interest	22,714	20,000	20,000	2,714
ACTIA, Measure B	3,517,354	3,329,000	3,412,500	104,854
Other	19,408	2,946	2,946	16,462
Total Revenues	\$17,440,317	\$25,437,521	\$24,327,571	(\$6,887,254)
<i>CURRENT EXPENDITURES</i>	<i>ACTUAL</i>	<i>ORIGINAL BUDGET</i>	<i>FINAL BUDGET</i>	<i>VARIANCE</i>
Salaries	\$999,205	\$865,000	\$970,000	\$29,205
Employee Benefits	272,394	230,000	240,000	32,394
Salary Related Expenses	4,712	25,000	26,734	(22,022)

The General Fund has an excess of \$697,017 in revenues over expenditures. This amount was \$147,299 more than budgeted. All three funds—General, TFCA and Exchange—maintained positive net assets.

CURRENT EXPENDITURES (CONTINUED)	ACTUAL	ORIGINAL BUDGET	FINAL BUDGET	VARIANCE
Board Meeting Per Diem	\$46,901	\$50,000	\$50,000	(\$3,099)
Transportation	13,879	15,000	15,000	(1,121)
Travel, Special Events	19,313	17,000	17,000	2,313
Training	2,611	7,000	7,000	(4,389)
Office Space	139,202	133,000	136,000	3,202
Postage/Reproduction	18,686	30,000	30,000	(11,314)
Office Expenses	107,792	80,000	80,000	27,792
Computer Support	35,206	25,000	25,000	10,206
Website Service	7,492	12,000	12,000	(4,508)
Insurance	6,935	8,000	8,000	(2,065)
Legal Counsel	116,678	90,000	90,000	26,678
Annual Audit	29,610	22,000	20,000	9,610
Treasurer/Auditor		8,000	8,000	(8,000)
EDAB Membership	5,000	5,000	5,000	
Consultants/Contractors	14,867,679	22,997,450	21,973,119	(7,105,440)
Sacramento Representative	46,333	43,000	43,000	3,333
Miscellaneous	3,672	6,000	6,000	(2,328)
Capital Outlay		15,000	15,000	(15,000)
Total Expenditures	\$16,743,300	\$24,683,450	\$23,777,853	(\$7,034,553)
Excess of Revenues over Expenditures before other Financing Sources	697,017	754,071	549,718	147,299
Other Financing Sources and Operating Transfers	133,586			133,586
Net Change in Fund Balance	\$830,603	\$754,071	\$549,718	\$280,885

staff commitment

Dedicated to serving Alameda County, the CMA employs 12 full-time staff members. The staff manages planning studies, funding allocations, design and construction consultant contracts and fiscal affairs. In addition, the staff serves as liaisons to project sponsors, other planning and funding agencies within and beyond the county, and legislative representatives in both Sacramento and Washington, D.C.

Dennis R. Fay, Executive Director

Jean Hart, Deputy Director of Planning

Frank Furger, Deputy Director Programming and Projects

Christina Muller, Administrative Manager and Board Secretary

Yvonne Chan, Accounting Manager

Diane Stark, Senior Transportation Planner

Saravana Suthanthia, Associate Transportation Planner

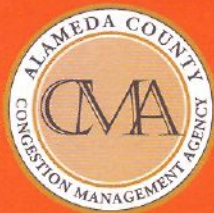
Cyrus Minoofar, Principal Transportation Engineer

Matt Todd, Senior Transportation Engineer

Stefan Garcia, Project Engineer

Victoria Winn, Administrative Assistant

Claudia Magadan, Receptionist



For further information about the CMA, please contact:

Alameda County Congestion Management Agency

1333 Broadway, Suite 220 | Oakland, California 94612

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